

## THE STRIKE GROWS LARGER. TWO THOUSAND CONDUCTORS AND DRIVERS ADDED TO THE ARMY OF STRIKERS.

THE POLICE END A SMALL BUT LIVELY RIOT  
AND ESCORT SEVERAL CARS IN SAFETY—  
PROBABLE TRIAL OF THE RINGLEADERS—  
SCENES ON THE STREETS.

Chicago, Oct. 9.—As predicted in these dispatches last night, the 2,000 drivers and conductors of the West Side lines joined the North Side strikers this morning, and that division of the city is in the same condition as the North Side. The men on the West Side went out in sympathy with the North Side men. The general sentiment of the community is that whatever may be the pretext for the North Side strike, the employees of the West Side lines have no valid excuse for their action, inasmuch as they have, by the confession of their own leaders, no grievance, either as to hours or wages. The strikers are seriously interfering with all the community, the South Side suffering in this respect equally with the other divisions of the city.

President Yerkes, Mayor Roche and a committee of the strikers were in session most of the night, endeavoring to arrive at a settlement, but although concessions were made on both sides no agreement could be reached, and the conference was brought to an end.

"You see this," said President Yerkes, of the North Side company, when a reporter called on him; "this is what I received after the conference broke up last night," and he handed the reporter a document which read as follows:

Oct. 9, 2:25 a. m.  
Charles T. Yerkes, esq.  
Dear Sir: The North Side men want it distinctly understood that they will accept nothing less than 21 cents per hour for horse cars, 23 cents per hour for trailers and 25 cents per hour for grip cars, both conductors and drivers, and the hours to be as already agreed upon, and that these men who have been hired since the strike was inaugurated must be discharged.

THE COMMITTEE.  
P. S.—Please answer in writing before 4 a. m. or the West Side strikers.

"They only offer to concede 2 cents an hour out of the whole business," Mr. Yerkes continued. "I made concessions till I was tired, but I will make no more."

Are those you have made still open for the men's acceptance?  
"No," everything is withdrawn. I have felt all along that I had to make all the efforts I did to keep from a rupture with the employees, but as they have struck both on the North and West Sides we will have no more to do with them."

CARS UNDER POLICE PROTECTION.  
All through the morning hours the sidewalks were crowded with people on foot in both divisions of the city, which, taken together, contain nearly three-fourths of the city's population. The expedient vehicles of all sorts devoted to the carrying of passengers were totally inadequate to the work, of course, and must continue to be so while the strike lasts.

At 3 o'clock this afternoon the cars, under the protection of seventy-five police, left the Western-ave. barns to make the Madison-st. trip. It had not been intended to attempt to run any cars to-day, but about 2 o'clock Chief Hubbard gave assurance of his ability to give all the protection necessary to run the cars, and it was decided to make a trial. Four patrol wagons loaded with policemen drove to the barns and immediately after three closed cars were drawn out. The Acting Division Superintendent, Dobbin, drove, and the Division Superintendent, Carse, acted as conductor. Division Superintendent Younce drove the second car, and the claim agent, Mr. Fiske, were the bell-punch. The third car was driven by Superintendent Nagle, while the team inspector, Harris, acted as conductor. There were no policemen on the cars and no stops were made for passengers.

A patrol wagon followed with bluecoats led the van. Car No. 745 followed. Then came a patrol wagon, followed by Car No. 746. An other patrol wagon came next, then Car No. 747, while the fourth patrol wagon brought up the rear. There was a crowd of 700 or 800 strikers and curiosity-seekers about the barns when the procession left the stables, and many others lined the streets along the route. With the exception of derisive yells of "scab," "rats," and similar epithets no demonstration was made.

The North Side cars were run in about the same manner as yesterday, policemen being the principal passengers.

RIOTERS DISPERSED AFTER A SHARP CHARGE.  
Late in the afternoon there was a small riot on the North Side. A number of cars were passing on Garfield-ave. The streets were jammed with a howling mob and the tracks were covered with obstructions. Some employees of the road and the officers removed the obstructions but they were almost immediately replaced. The mob became so great that the sergeant in command of the men ordered a charge. The officers, aggravated somewhat at the stubbornness of the crowd, responded with a will. They made a rush and used their clubs freely. Men and boys were hit, and hit hard, too, and the women were not spared. One woman, named Wide, who was particularly demonstrative against the new men, was badly wounded by an officer. Partial order was then restored, but more trouble is expected. Three men were caught spiking the rails at Halsted-st. and were locked up.

A sensational report in connection with the recent action of the leaders of the strike received a certain amount of confirmation through the inquiries of a reporter to-day. The report was nothing less than that an attempt would be made to have Luke Coyne, president of the West Side Car Employers' Association, John Goodwin and George Schelling prosecuted and locked up under the conspiracy law. Judge Longenecker, it is said, however, is opposed to using the State Attorney's office or the Grand Jury in any other than the regular course of proceedings. This disinclination on his part was shown strongly during the printers' strike of last year, when the Typothetae endeavored to have the striking compositors arrested. Mr. Longenecker held that the State Attorney's office could not be used by either party in a fight of that kind while he controlled it. "Have the men bound over by a justice of the peace, and when they come before me in the regular way I'll prosecute them," said he. He gave the same reply to a deputation of the Boss Bakers' Association, who waited on him with a request that he secure the indictment of the leaders of striking journeymen bakers. In neither case were the men brought up, because there was no evidence sufficient to hold them.

Speaking of his possible indictment, Luke Coyne today said: "I wish they would try it. I'm ready for anything of that sort. If this strike gets into court, we can bring out things that will open the public's eyes."

AN ALDERMAN ENCOURAGES THE STRIKERS.  
Alderman Reich, of the Twenty-third Ward, took part in a delay which happened at Garfield-ave. and Burlington-st. At this corner a water pipe was being placed under the track, and the horses had to be unhitched and taken to the other side of the excavation. The policemen shoved the first car over and the policemen on the second car were about to do the same when the Alderman stepped forward.

"By—, don't touch these cars," he yelled. "Let these scoundrels run this road. Let them have these 'scabs' run the cars. Stay right on the cars, or I'll make a move to help them. If Mr. Yerkes intends to run this road he has got to get up early in the morning."

During the forenoon, Manager Parsons issued a card to the public saying that the strike was without just cause, as the men in his division were paid better wages than were paid anywhere

else in the country, and placing the blame for the public inconvenience on them.

One of the cars on the North Side came near going into the river to-day, with its load of passengers, most of whom were women. There is a steep down grade leading to State-st. bridge. Just as the car started down this incline, the driver began to turn to let a vessel through. The bridge became jammed, and forgot the use of his brake, and the car moved with accelerating speed toward the open draw. The women screamed and fainted and some of them fell off the car. The bridge-tender, at the risk of having the structure run into by the approaching vessel, closed the draw as quickly as possible, but only in time to catch the descending car, which was on the brink.

REVENUE DRAWN ON A FEROCIOUS MOB.  
A disturbance more serious than that on the North Side marked the ending of the trip of the West Side cars this evening. A dense mob obstructed the police-laden cars on the down trip, after passing Halsted-st. Nothing serious happened, however, until the cars were approaching the western terminus on the return. There the crowd surged around the cars in such a compact mass that it was impossible for the horses to move. A platoon of police with clubs forced a way for the leading car, but the one following was brought to a stop with a lurch. A wooden wedge had been suddenly inserted in the switch by some person in the mob.

Superintendent Nagle was the driver of the disabled car. He seemed to be the object of special dislike from the strikers and their sympathizers. In a moment after the car stopped, the place became a pandemonium. Stones were hurled at the car, and the air rang with yells and curses. A flying brick caught the superintendent in the stomach. Uttering an oath, he pulled a revolver from his overcoat. The conductor, Harris, an emergency man, quickly followed the example of the superintendent. The sharp click as the two cocked their revolvers was the signal for an unexpected incident. Police-Lieutenant Shea at once grasped Nagle, and by main strength forced the pistol blade out of the latter's hand. Harris was disarmed with as little ceremony.

Nagle left the car, and when off his guard for a moment received a stunning blow in the jaw from a large brick. William Williams, a man who had the influence of liquor, but the more the less powerful for that. A general scrimmage followed in which Nagle and his brave assistant were roughly handled. The latter, a Chicago and Northwestern switchman named John Gleason, had to be mercilessly clubbed and then sat upon in a patrol wagon by half a dozen policemen before he could be subdued. Others were scarcely less determined, and but for the fact that they all appeared to be unarmed the fray would scarcely have ended without the sacrifice of a number of lives. So far as learned no one on either side was injured dangerously.

It was soon ascertained that he was John Roach, age twenty-one, employed by Korminsky Brothers, newsdealer at No. 212 West Thirty-fourth-st. He and Thomas Carr had come to sleep in the stable, intending to go down town to the newspaper offices for a load of morning papers at about 4 a. m. Carr, who was nineteen years old and had been employed a short time by the newsdealer, recently ran away from the home of his widowed mother, at Hunter's Point.

When Roach ran out of the stable he asked the men to rescue Carr, who was still in the stable, but it would have been madness for any person to enter the blazing sheds at that time. Roach was carried to Bellevue Hospital, where he died before noon. His home was at No. 323 East Thirty-second-st., but he had been accustomed to take care of the horses belonging to the newsdealer and to sleep in a wagon in the stable.

It was 4 a. m. before the fire was out and the fireman and police could make a search for the body of the young man. William Williams, a man who had the influence of liquor, but the more the less powerful for that. A general scrimmage followed in which Nagle and his brave assistant were roughly handled. The latter, a Chicago and Northwestern switchman named John Gleason, had to be mercilessly clubbed and then sat upon in a patrol wagon by half a dozen policemen before he could be subdued. Others were scarcely less determined, and but for the fact that they all appeared to be unarmed the fray would scarcely have ended without the sacrifice of a number of lives. So far as learned no one on either side was injured dangerously.

## ON THE WAY TO ZANZIBAR. GERMAN TROOPS ORDERED TO EAST AFRICA

GERMAN RESIDENTS TO BE PROTECTED AGAINST THE NATIVE UPRIISING.

Berlin, Oct. 9.—The German frigates Motke, Storch, Greif and Charlotte, which were lying in the harbor of Zanzibar for the purpose of firing a salute in honor of Emperor William upon his arrival there, have received orders to proceed instantly to Zanzibar to protect the German residents whose lives and property are endangered by the rising among the natives. The four warships carry a complement of 1,600 men and 400 guns.

The German training squadron in the Mediterranean has also been ordered to Zanzibar.

## BALFOUR DENOUNCED ON ALL SIDES. IRISHMEN IN DUBLIN AND ENGLISHMEN IN LONDON CONDEMN HIS METHODS.

Dublin, Oct. 9.—T. D. Sullivan, at a meeting of the Irish National League in this city this evening, said that Mr. Balfour's indecent dance upon Mandeville's grave would be an everlasting disgrace, and that his grave-diggers would be the most infamous of men. The speaker said that the ranks of the farmers would remain unbroken. Their enemies, he declared, must be treated by the people in such a manner as to make them feel that they were despised, condemned and detested.

Mr. Fitzgerald, M. P. for South Longford, said Balfour gloated over the corpses of his victims, and only released Mr. Dillon because the people would not permit him to be murdered. Balfour belonged to a line of wretches who had come to Ireland to try to exterminate the people if they refused to be robbed. Mr. Smith, the Government leader in the House of Commons, he styled "a pot-paunched paper monger."

The Parnellites fought to remove the band of thieves from Dublin Castle (cheers) and ere long they would succeed.

At the League meeting to-day it was announced that the receipts from America since the last meeting amounted to \$1,000. Mr. Summers, of New-York, in a speech, said that thousands of Irish-Americans would return to Ireland as soon as Home Rule had been granted.

London, Oct. 9.—William O'Brien, Charles Bradlaugh, Lord Rosebery and Sir George Trevelyan, all of whom had been in the House of Commons, condemned Mr. Balfour's references to the late John Mandeville.

## THE AUSTRIAN PREMIER TO RESIGN. VIENNA, OCT. 9.—It is reported that Count Taaffe, the Austrian Prime Minister is about to resign his office, and that Marquis von Baugheim, Austrian Minister of Commerce, will be appointed his successor.

## ENGLAND AND ITALY'S NEW ALLIANCE. St. Petersburg, Oct. 9.—The "Novosti" publishes three diplomatic dispatches from Rome disclosing negotiations between England and Italy for a maritime alliance against France. Premier Crispien Desir Lord Salisbury to sign a definite treaty, but Lord Salisbury declined. An agreement remains, however, embodied in the communications exchanged.

## COPIES OF THE "DEUTSCHE RUNDSCHAU" SEIZED. Berlin, Oct. 9.—The police have seized the remaining copies of the October number of the "Deutsche Rundschau," which contained the extracts from the diary of Emperor Frederick. Professor Geffcken, through his counsel, has protested against the attempt of friends to plead that he was not responsible for his action.

## EMPEROR WILLIAM TO VISIT THE KING FIRST. Rome, Oct. 9.—It is now announced that Emperor William will upon his arrival in Rome proceed to the Quirinal, where he will receive the ministers, court officials, and the Presidents of the Senate and Chamber of Deputies. He will afterward visit the Pope.

## BRITISH RESIDENTS DON'T CARE TO REGISTER. Paris, Oct. 9.—Up to the present time 4,648 foreigners have registered in this city in accordance with the recent decree of President Carnot. Only 164 of these are British, although the number of that nationality resident in Paris is estimated at 12,000.

## "OLD HUTCH" SENDS UP ENGLISH PRICES, TOO. London, Oct. 9.—At a meeting of the Corn Millers' Association at Leeds to-day the price of flour was advanced 1s. 6d. per 10 stone, making a rise of 8s. 6d. within eight weeks. The enhanced value of the article is due to the poor quality of English wheat caused the advance.

## SHORTAGE OF \$40,000 IN A PUBLIC OFFICE. New-Orleans, Oct. 9 (Special).—It was discovered to-day that there was a shortage in the office of the Public Administrator amounting to \$40,000. The discovery was brought to the public attention by proceedings instituted by the representative of the Attorney-General of the State to compel the Public Administrator to pay into the State Treasury the balance of the estate of the late Kate Townsend, a courtesan, who was killed some years ago by her lover, Froilaine S. Sykes. J. B. Vinet, the present Administrator, filed a statement in court, accounting for all monies turned over to him by his predecessor, Gabrielle Villier, who is at present the Sheriff of this city. Villier while he was in office, which was only a year, was merely a figurehead, and the real Administrator was Colonel Breaux, a leading lawyer of the city, who was and had been for years the attorney of several Administrators, and who handled all the money and directed the settlement of all estates. Villier looks to Colonel Breaux to explain the discrepancy in the accounts. Colonel Breaux reached the city to-day, after an absence of several months, and was not prepared to make a statement.

## A MISHAP TO THE NEW CRUISER BALTIMORE. Washington, Oct. 9.—Charles Cramp, of the firm of Cramp & Co., of Philadelphia, called on Secretary Whitney to-day and informed him that a canalboat

which was carrying coal to the shipyard yesterday morning for the gunboat Baltimore, ran into the sternpost of the cruiser Baltimore, which was launched last Saturday, causing slight damage to her rudder. The matter will be investigated by naval officers but it is not expected that the full extent of the damage done will be known until the vessel is docked for the completion of her shakedown.

## TWO MEN AND MANY HORSES BURNED. TERRIBLE RESULTS OF A DELAY IN SENDING AN ALARM EARLY YESTERDAY MORNING.

A fire that destroyed the lives of two young men and twenty-seven horses broke out before 2 a. m. yesterday in one of several frame stable sheds on the south side of East Thirty-fourth-st., less than half a block from the ferry. The sheds belonged to D. D. Withers, the well-known horse-man, and were rented to a number of persons who kept their horses there. All the sheds were old and half rotten, and the loss resulting from their destruction will not be great. The starter of the Avenue B Railroad, first saw the flames and tried to sound out an alarm. His key would not open the signal box at First-ave. and Thirty-fourth-st., and a policeman tried with no better success. An axe had to be used in opening the door of the box, and several precious minutes elapsed before the firemen arrived.

By that time the fire had spread to all the sheds in the space between the railroad cut and Thirty-fourth-st. It was too late to rescue the twenty-seven horses, although the firemen plainly heard the plunging and snorting of the poor beasts in the stalls. One animal made its way out of the flames, but it was burned so badly that it was shot. As the firemen were hastening to throw streams of water on the flames, they were shocked by the sudden appearance of a young man who ran out of the blazing stable, his clothes were on fire and he had been burned terribly about the head and limbs.

It was soon ascertained that he was John Roach, age twenty-one, employed by Korminsky Brothers, newsdealer at No. 212 West Thirty-fourth-st. He and Thomas Carr had come to sleep in the stable, intending to go down town to the newspaper offices for a load of morning papers at about 4 a. m. Carr, who was nineteen years old and had been employed a short time by the newsdealer, recently ran away from the home of his widowed mother, at Hunter's Point.

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THE SUICIDE OF F. W. WILLIAMS.  
ILL HEALTH AND ANXIETY THE CAUSE—NO QUESTIONABLE TRANSACTIONS.

The friends of Francis W. Williams, and the members of the Produce, Cotton and Coffee Exchanges who have ever been in business or social contact with him, were startled to learn of the suicide of the well-known broker, and expressed the deepest sympathy for his family. No personification of the act of an exceedingly sensitive man, and that his mental troubles, together with what he has suffered physically for many months, unbalanced his mind.

The first financial trouble of the firm was in the spring, owing to James W. Harle's mysterious failure, through which several merchants suffered. Then came the disastrous speculation in August cotton, followed by the losses through the Chicago wheat speculation and the failure of the firm. The mental anxiety over these troubles, together with his physical ailments, had probably driven him to despair. He had been a sufferer from neuralgia and rheumatism for a long time. Six months ago he went to California for needed rest and recuperation, but he was benefited little by his trip.

Regarding the report that during the investigation of the affairs of the firm, some questionable transactions had been discovered, Frank S. Williams and Richard E. Williams, Mr. Williams's sons, denied that there was any ground for the rumor. Frank S. Williams said:

"There has been no investigation of the affairs of Williams, Black & Co. The suspension was only temporary, to enable the firm to realize on the assets and to liquidate its liabilities. The firm was not liquidated, and the assets were not realized. We were no questionable transactions whatever. We sold out creditors in full on the Monday following the Saturday of the suspension." Richard P. Williams, who is also a member of the firm, said that there could be no need of an investigation, for all obligations had been paid in full, the balances on grain on Saturday, and those on cotton on Monday.

Mr. Williams was one of the founders of the Cotton Exchange, and served several terms as its President. He was also a member of the Produce and Coffee Exchanges, and the Chamber of Commerce, and the Manhattan and New-York clubs. He was born at Essex, Conn., in 1827. His father was a ship broker. When the war broke out his business was ruined, and he came to New-York with his family. He was always in the commission business. After the retirement of Mr. Black, the sons of Mr. Williams took over the business. The firm was known as Williams, Black & Co. A meeting of the Cotton Exchange will be held at 3 p. m. to-day, to take appropriate action on his death.

## THE YELLOW FEVER STILL RAN PANT. NINETY-THREE NEW CASES AND FOUR DEATHS IN JACKSONVILLE, OCT. 9 (Special).—Following is the official bulletin for the twenty-four hours ending at 6 p. m.:

Number of new cases . . . . . 93  
Number of deaths . . . . . 4  
Number of cases to date . . . . . 3,319  
Number of deaths to date . . . . . 259

The cases were reported by Mrs. Herman Conrader, Frank Marvin, J. N. Smith, and George Wheaton. To-day Dr. Porter received a letter from Dr. Hamilton, stating that at the proper time Dr. Porter would be authorized to establish a "public disinfection house" in this city, and asking the latter for suggestions in regard to it. The gladness felt by the citizens at this news is indescribable. Scores of people are anxious to see the stores and public places disinfected, and they may be once more independent of charity, while hundreds of men and women are in a little less primitive fashion, get in and live in a little less primitive fashion, and the stories of want and hardship related by them are almost beyond belief. Many of them will doubtless go to Camp Mitchell, which can now entertain 500 persons.

Last night the Relief Committee fed 10,688 people daily. This gives a good idea of the destitution prevailing here.

## FLORIDA STILL CALLING FOR HELP. George Francis Train will deliver a lecture for the benefit of the yellow fever sufferers, under the auspices of the Florida Relief Association, at Clarendon Hall, to-morrow evening. Mr. Train's subject will be personal reminiscences of the yellow fever epidemic in New-Orleans in 1853, when he lost his father, a mother and three sisters by the fever. A concert given at the Ladies' Relief Society will be under the patronage of the Relief Association. The concert will be given at Clarendon Hall on the same evening. For this concert, as well as for the one to follow it at Steiner Hall, November 8, many well-known artists have volunteered their services. The proceeds of both will be given to the relief fund. The concert at the People's Theatre Sunday night for the benefit of the sufferers brought in \$1,200.

Telegrams received from Fernandina by the Relief Association yesterday stated that unless provisions could be sent there within a few days there would be suffering and trouble. Poverty from no work, it was stated, was hourly increasing, and the entire working population was steadily approaching destitution. Mayor Hewitt, acting under the advice of the Relief Association in this city, will send money and provisions to Fernandina, and the Relief Association will also do all in its power for the relief of the stricken town. The association received a request from Jacksonville yesterday for 200 pairs of white woollen blankets.

## THE GREAT WHEAT BUBBLE. A FALL OF 10 1/2 CENTS IN TWO DAYS.

ALL THE BIG BULLS GETTING OUT WITH THEIR PROFITS—A WEAK, UNCERTAIN MARKET.

(BY TELEGRAPH TO THE TRIBUNE.)

Chicago, Oct. 9.—The wheat market was weak to-day, because the wild frenzy that has prevailed for weeks is passing away and giving an opportunity to consider facts. While everybody was buying, from millions to servants girls, no attention was paid to the situation. For a month past to buy wheat was like picking up golden eagles in the street. The craze to speculate spread all over the country and seemed impossible for the big and little operators to get through such experiences in the past knew that a time would come when an effort would be made to take profits, but the unthinking multitude were firm believers in the text that "Sufficient unto the day is the evil thereof." So they went on putting up pyramids until yesterday. On Monday's bulge the old heads began to float out of their holdings, leaving the crowd, servant girls and miscellaneous lambs to hold the bag. This they have done until to-day. But the bulls have grown heavier as the hours waned, and now it looks as if there might come upon the scene a free-for-all foot race that will be anything but a merry-go-round to the participants.

On the early break in the morning, Hutchinson attempted to stay the decline and rallied the market 2 cents, but the offerings were so large that the brokers were swamped and failed to hold the price. The wheat was the lowest of the day, 10 1/2 cents below yesterday's top. In an ordinary market this would be break enough to buy on, but when it is realized that prices might never have gone above a dollar but for manipulation, and that American wheat cannot be bought at present prices and sold at a profit in any market in the world, it will be seen that there can be little inducement to invest. The enormous purchases of flour by consumers in anticipation of famine prices have kept the mills running night and day, and created the impression that there would be a great scarcity of wheat. But the visible supply is larger than a year ago, the receipts of farmers have exceeded those of last year, and consumers are generally stocked up with double the quantity of flour that they usually lay in. If there is any real reason for buying wheat, even on this sharp break, it certainly is not visible to the naked eye.

But manipulation may take it up again and boost it higher than ever. A great deal of long wheat has been sold, and the short interest is increasing. This makes a good foundation for a rally whenever the bull leaders may turn the screws, provided they become discouraged and drop their loads, it is not impossible that there might be a repetition of last year's June panic.

In corn and oats there has been rather a quiet trade and fluctuations were unimportant. They were dragged down somewhat by the weakness in other products, but no apparent effort was made to depress values. The receipts were 620 cars of corn and 347 of oats. Wednesday's estimate is for 465 of corn and 250 of oats. The out-shipment was 285,000 bushels of corn and 8,000 of oats. Charters were made for 203,000 bushels of corn at 2 1/2 cents and 10,000 of oats at 1 1/2 cents. The receipts of hogs were 4,000 above the estimate, and have been considerably larger than expected. The receipts of live stock in what has been intensified a healthy feeling in provisions, and as no effort was made to stay the decline, the market was successfully closed.

On the curb, May was offered at \$1.11. A weak opening is looked for to-morrow, but it is thought the market will then be taken in hand and rallied.

## LESS EXCITEMENT THAN FORMERLY. There was less excitement around the wheat pit at the Produce Exchange yesterday than there has been formerly under similar conditions in the market. At the close of the Exchange, December wheat, the penultimate of the market, was about ten cents higher than the highest price on Monday, which was \$1.24 1/2. Early in the day a corn concentrating report from Chicago that the receipts in the Northwest were heavy, about 2,100 carloads of wheat having arrived at Indianapolis. Then it was evident that the shorts had covered pretty well on their contracts. The market, which closed at \$1.20 1/2 on Monday night, opened yesterday at \$1.18 1/2, sold down to \$1.16 1/2, rallied to \$1.17 1/2, then broke and fell to \$1.14 1/2. The market became more sensitive, selling up to \$1.15, and just as the going closed the last quotation for December was made at \$1.14 7/8.

The market was not so much excited as it was on Monday night, when it was expected that a petition to change the closing hour on Saturday from noon to 2:15 p. m., to conform more closely to the Chicago board closing, it was expected, however, to adhere to the rule to stop trading at noon.

## THE NEWARK CHARTER ELECTION. THE DEMOCRATIC MAJORITY ON THE CITY TICKET FALLS OFF 700.

The charter election at Newark yesterday passed off without much excitement. The result was a loss of 700 for the Democratic majority on the city ticket by about 700. The Republicans elect eight out of the fifteen Aldermen voted for and will have a majority of six in the Common Council next year. One ward is in doubt. The Democrats carry the Board of Education for next year by sixteen to fourteen. On the Aldermanic ticket the Republicans had an uphill job, as ten of the retiring Aldermen are Republicans and only five Democrats. Five of the Republicans represented Democratic wards, and there seemed no hope of carrying these in a Presidential year. The result therefore surprised and gratified Republicans and mortified their opponents.

Great efforts were made by the Democratic leaders to get a majority in the city for the sale of its effect throughout the State. The Aldermen elected were: First Ward, Ward, Lyman E. Kane (Rep.); Second Ward, John A. Blatt (Rep.); Third Ward, Frank M. Parker (Rep.); Fourth Ward, Joseph P. Henderson (Dem.); Fifth Ward, Sixth, John Oellers (Dem.); Seventh, John Mahan (Dem.); Eighth, William Van Steenburgh (Rep.); Ninth, Alexander Johnson (Rep.); Tenth, John Hunt (Rep.); Eleventh, George W. Ketcham (Rep.); Twelfth, Hugo J. Geiselle (Dem.); Thirteenth, Peter Ulrich (Rep.); Fourteenth, George M. Ballard (Rep.); Fifteenth, D. F. Olvaney (Dem.). The Thirteenth Ward is the largest of the city and populated by Germans. On account of the High License law, the Democrats were expected to carry that ward by a large majority, and they were disappointed last night when the returns showed a Republican majority for all candidates. German Republicans predict a majority of 500 in this ward for Harrison.

## FRESHETS AND SNOW IN THE EAST. Calais, Me., Oct. 9.—There has been a remarkable fall of rain during the last two days. The water in the St. Croix River is now within a foot of the high water mark of the freshet last spring. The fall of water at Salmon Falls was obliged to shut down the lumber mills are greatly obstructed by the backwater. There have been numerous washouts and landslides on the railroad. The potato and grain crops are greatly damaged.

Fort Fairfield, Me., Oct. 9.—A great freshet prevails in this vicinity and nearly all the mills on the Aroostook River have lost more or less lumber. There was washouts on the railroad and there have been no through trains since Sunday morning.

Hanover, N. H., Oct. 9.—The morning everything was white with snow. The storm still continues. The snow is soft and light and is about two inches deep.

Richmond, Que., Oct. 9.—Snow has been falling here for twelve hours and there is over two inches on the ground.

St. Johnsbury, Vt., Oct. 9.—Snow began to fall here last night and to-day at noon is still falling.

## THE FOTHERINGHAM CASE APPEALED. St. Louis, Oct. 9.—The case of D. S. Fotheringham against the Adams Express Company has been appealed to the Supreme Court of the United States. Fotheringham was a press messenger on the train robbed at Hannibal, Mo., in 1886, and was held a prisoner for the crime for several weeks, for which he sued the company and recovered a verdict for \$20,000.

## A STATE FAIR OPENED BY SECRETARY BAYARD. Wilmington, Del., Oct. 9.—Wilmington's first agricultural fair was opened this morning, on the newly fitted-up grounds at Hazel Bell Park. Secretary Bayard, who was the orator of the occasion, spoke for twenty minutes, urging upon farmers the conserva-

tion of forests, and favoring legislative enactment of an Arbor Day. The fair will close Saturday evening. The attendance is good, and the exhibits the best ever made in Delaware.

## THE ENGINEER WAS TO BLAME. FIXING THE RESPONSIBILITY OF AN ELEVATED RAILROAD ACCIDENT.

Albany, N. Y., Oct. 9.—The State Railroad Commission to-day gave a decision in the matter of the collision on the Ninth-ave. railroad structure of the Manhattan Railroad Company, New-York, at Sixty-fourth-st. and Ninth-ave., on September 26. The facts attending the accident, as developed by the testimony, were as follows: On the Ninth-ave. line two series of trains are run, one between South Ferry and Fifty-ninth-st. and the other between the Rector and One-hundredth-st. run into the middle track at that point to change engines and crews for the return trips, or for laying up. This was the case on the occasion of the accident. The train drawn by engine No. 45, Engineer George Fisher, pulled into the middle track after its trip from Rector-st., made the necessary changes, and was passing out to the main line on its way to the yard at One-hundredth-and-forty-fourth-st. to lay up for the night.

Under the interlocking switch system in use on these lines, the switchman at Sixtieth-st. was obliged to set the main-line danger signal just south of the switch at "Danger" before opening the switch to let Fisher's train out. This had been done, and while the train was moving out the following Ninth-ave. train, drawn by engine No. 56, John Knight, engineer, passed the danger signal, which Knight disregarded, and ran into the rear of the third coach of Fisher's train, both trains being in motion. The leading train was partially derailed, and the rear truck of the third and the forward truck of the fourth coach fell to the street. The coaches were held in position by the safety chains and by the transverse girders.

The testimony shows that the accident clearly resulted from Engineer Knight's having disregarded the danger-signal. Knight states that after leaving Fifty-ninth-st. his attention was distracted by an unusual noise on his engine, and that when he looked up he saw the red signal, but that he was then too close to prevent a stop. The only thing that can be done, says the Board, is to call the attention of the railroad company to the necessity of only employing as engineers men of known good character and careful habits.

## FORGERY OF SENATOR EDMUNDS'S FRANK. IT IS USED TO COVER FREE-TRADE DOCUMENTS—WHO IS THE FORGER?

Washington, Oct. 9 (Special).—The Democrats seem to